



Meeting Notes

Public Open House

Wednesday, February 13, 2019, 5:30-8:00 pm

Fairbanks Pipeline Training Center, 3605 Cartwright Court, Fairbanks, Alaska=

Agenda:

- **Open House:** 30 minutes
- **Presentation:** 45 minutes
- **Question and Answers:** 15 minutes
- **Post Open House:** 30 minutes
- **Number of Public that signed in: 8**
- **Number of Advisory Committee Members that signed in: 2**
- **Number of Project Team: 9**

Presentation Summary:

Tom Middendorf presented the purpose and schedule of the master plan, explained each recommended plan project and apron configuration option, and invited feedback via after the presentation.

- Attached are the slides from the presentation.

Summarized Public Comments:

- See below for the Recommend Plan and Apron Option Results.



Recommended Plan

Capital Improvement Program (CIP) Projects	Costs Million \$	Select your Preferred Timing			Comments
		1-5 Years	6-10 Years	11-20 Years	
1. Resurface/Reconstruct/Lighting Runway 2R-20L; Taxiway B Gate	\$6.7M	X X X			<ul style="list-style-type: none"> Keep current length
2. Reconstruct/Reconfigure East Apron, Provide Power to Tie Downs	\$12.5M to \$15M	X	X X		
3. Floatpond Dredging, Slip Expansion, Floatplane Ramp, and Float Pond Taxilane Feasibility	\$450,000	X X X			<ul style="list-style-type: none"> Continue to provide transient parking at the floatpond. Consider moving fuel service to the floatpond extension. Consider paving fingers. New ramp not needed. Base slip expansion timing on number of requests for slips Avoid slips on end of fingers, project team will revise drawing
4. Resurface and Realign University Avenue, Provide Pedestrian Path, Expand Lease Area (FHWA)	\$8.5M		X X	X	
5. Expand Public Parking; Provide Electrical Service, Add Fencing/Signs	\$1.6M	X	X	X	<ul style="list-style-type: none"> No fence
6. Continuous Fencing and Gates Along Lease Lots (fence/gate locations to be determined with tenants)	\$2.5M		X	X X	<ul style="list-style-type: none"> Opposed to fencing and gates along lease lots if there is a gate on TW B. Do we need both? Dillingham allows a PIN code for transient pilots to pass through a gate and provides badges for everyone else. Fencing not preferred but it sounds like it will happen no matter what



Meeting Notes

Public Open House

7. Slip Expansion Phase 1, Floatplane Ramp, and Float Pond Taxilane Development	\$10.9M	X X		X	<ul style="list-style-type: none"> Remove slips at end of fingers because they interfere with taxiing aircraft and are affected by wind. Schedule based on requests for more slips
8. Extend Taxiways C and Power and Relocate Float Pond Road for Lease Lot Expansion	\$3.8M			X X X	
9. Extend Taxiway D and Power and Relocate Float Pond Road for Lease Lot Expansion	\$2.8M			X X X	
10. Slip Expansion and Power Phase 2	\$4.2M		X X	X	
11. Resurface Ski Strip	\$1.2M	X X X			

Other Non-CIP Actions	Comments
A. Taxiway B - Delete Access from Float Pond Road	<ul style="list-style-type: none"> Do we need to close the connection to Floatpond Road and TW B if we have a TW B gate? Answer during public meeting was - Yes, closing connection can happen quickly and barriers can be removed if not needed later.
B. Relocate Floatplane Fueling (for Ski and Floatplane Aircraft) to Gravel Tie Down Area	<ul style="list-style-type: none"> Existing fueling system often does not work and some aircraft wings have clipped the building due to poor layout. Get lots of input before relocating/building. Provide central location for fueling Like current location, protected area, but is a narrow channel with parked floatplanes too close. If moved be sure there is plenty of room – separation from parked aircraft and protection from winds. Possibly locate in Floatpond extension area, though less convenient.



Meeting Notes

Public Open House

C. Close South Floatplane Ramp	<ul style="list-style-type: none"> • Some support for keeping this ramp that is mostly used for changeovers from floats to wheels or skis. • More ramps = better facility. • Keep ramp
D. Prohibit Vehicle Crossings of Ski Strip, Except for Maintenance and Operations	<ul style="list-style-type: none"> • A comment was made that this was a non-issue and was already addressed.
E. New Privately Developed General Aviation (GA) Facility (location to be determined)	<ul style="list-style-type: none"> • Expand to include option of a common-use or multi-use terminal, available for multiple tenants, possibly with restaurant and bar, close by auto parking, possibly including pickup/drop off of transient passengers, possibly both private and public funding.
F. Future Helicopter Lease Area East of University Avenue	<ul style="list-style-type: none"> • Wetlands are a constraint for any new development east of University Avenue South. • Tower would have difficulty seeing this area through the adjacent trees. Would need tree removal. Note tree removal in MP text.
G. Relocate Transient Helicopter Operations to West Side Lease Lots (not on drawing)	<ul style="list-style-type: none"> • Good idea
H. Promote Improved Transportation Between East and West Sides (not on drawing)	<ul style="list-style-type: none"> • Support expanded bus service. Yes, discussed in MP text.
I. Tree Removal (not on drawing)	<ul style="list-style-type: none"> • Good idea
J. Develop Snow Storage Area	<ul style="list-style-type: none"> • Good idea

Long Term Projects > 20 Years	Comments
K. Commercial Lease Lots and Tie Downs East of South University Avenue	
L. Taxiway F Connector	<ul style="list-style-type: none"> • Good idea • Good
M. Reserve Land for Future General Aviation Facilities	<ul style="list-style-type: none"> • Good

What projects / needs have we missed?

- GA wash facility suggested to show in the hangar lease area.
- GA wash rack.
- Focus on high level maintenance of existing infrastructure instead of major expansion.

<i>Apron Options</i>	Rank Options 1=Best to 4= Worst	Rate the pros and cons of each apron option; suggest any ways to improve the options
All Apron Options		<ul style="list-style-type: none"> • If there is a gate at TW B do you want to have a big 115' TOFA taxilane from TW D extending up to TWC or continue to show parked aircraft in front of B? • How will you separate the driving lanes from TW B – type of marking useable with snow? Guardrail, rumble strips, plastic strips like on TW A, other ideas to consider during design? • Add in aircraft wash/deicing area • Is there really demand for more hangar/lease area? Given costs and lack of sewer and water, will it be built?
OPTION 2A: East / West Parking – Taxiway C & Apron Shifted 150' From Ski Strip; Expanded Hangar Lease Area	2 1 1	<ul style="list-style-type: none"> • Consider shifting tie downs north (ski tie downs closer to ski strip) and providing hangar/lease areas on the north and south ends of the apron.
OPTION 2B: East / West Parking – Taxiway C & Apron Shifted 350' From Ski Strip	1 2	
OPTION 2C: East / West Parking – Taxiway C & Apron Shifted 150' of Shorter RW 2R/20L; Expanded Hangar Lease Area	3 3	<ul style="list-style-type: none"> • Consider shifting tie downs north (ski tie downs closer to ski strip) and providing hangar/lease areas on the north and south ends of the apron.
OPTION 2D: North / South Parking – Taxiway C	4 4	